

of Pennsylvania, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 7, 1925.

Construction.
Vol. 34, p. 84.

Amendment.

CHAP. 154.—An Act To revive and reenact the Act entitled "An Act to authorize the construction of a bridge across the Tennessee River at or near the city of Decatur, Alabama," approved November 19, 1919.

February 7, 1925.
[H. R. 10150.]
[Public, No. 373.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act approved November 19, 1919, authorizing the Limestone-Morgan Bridge Company to construct, maintain, and operate a highway and interurban railway bridge and approaches thereto across the Tennessee River at or near the city of Decatur, Alabama, be, and the same is hereby, revived and reenacted: *Provided*, That this Act shall be null and void unless the actual construction of the bridge hereby authorized be commenced within one year and completed within three years from the date of approval hereof.

Tennessee River.
Time extended for
bridging, by Lime-
stone-Morgan Bridge
Company, at Decatur,
Ala.
Vol. 41, p. 361, amend-
ed.

Proviso.
Time for construc-
tion.

SEC. 2. The State of Alabama shall have the right and power at any time after such authorization is granted to acquire said bridge and approaches thereto constructed under the authority of this Act at a reasonable price, such price not to exceed in any event the actual necessary cost thereof, less reasonable depreciation: *Provided*, That the said State of Alabama shall operate and maintain the same as a free bridge, either immediately upon acquiring it or after collecting tolls thereon for such period as may be necessary to reimburse the State the cost of its acquisition and to meet the necessary repair, maintenance, and operation costs during such period.

Alabama authorized
to acquire bridge, etc.

Proviso.
Operation as a free
bridge.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 7, 1925.

Amendment.

CHAP. 155.—An Act Granting consent of Congress to the Valley Bridge Company for construction of a bridge across the Rio Grande near Hidalgo, Texas.

February 7, 1925.
[H. R. 10645.]
[Public, No. 374.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress be, and is hereby, granted to the Valley Bridge Company, a corporation organized under the laws of Texas, to construct, maintain, and operate a bridge and approaches thereto, at a point suitable to the interests of navigation across the Rio Grande near Hidalgo, Texas, in accordance with the provisions of an Act entitled "An Act to regulate the construction of bridges across navigable waters," approved March 23, 1906: *Provided*, That the consent of the proper authorities of the Republic of Mexico to the construction, maintenance, and operation of the bridge shall also be obtained.

Rio Grande.
Valley Bridge Com-
pany may bridge, Hi-
dalgo, Tex.

Construction.
Vol. 34, p. 84.
Proviso.
Consent of Mexico
required.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 7, 1925.

CHAP. 156.—An Act Granting the consent of Congress to the State of North Dakota to construct a bridge across the Missouri River between Williams County and McKenzie County, North Dakota.

February 7, 1925.
[H. R. 10688.]
[Public, No. 375.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent

Missouri River.

North Dakota may
bridge, Williston.

of Congress is hereby granted to the State of North Dakota to construct, maintain, and operate a bridge and approaches thereto across the Missouri River at a point suitable to the interests of navigation, at or near Williston, in the county of Williams, in the State of North Dakota, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Construction.
Vol. 34, p. 84.

Amendment.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 7, 1925

February 7, 1925.
[H. R. 10689.]

[Public, No. 376.]

CHAP. 157.—An Act Granting the consent of Congress to the State of North Dakota to construct a bridge across the Missouri River between Mountrail County and McKenzie County, North Dakota.

Missouri River.
North Dakota may
bridge, at Sanish.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the State of North Dakota to construct, maintain, and operate a bridge and approaches thereto across the Missouri River at a point suitable to the interests of navigation at or near Sanish, in the county of Mountrail, in the State of North Dakota, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Construction.
Vol. 34, p. 84.

Amendment.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 7, 1925.

February 7, 1925.
[H. R. 11036.]

[Public, No. 377.]

CHAP. 158.—An Act Extending the time for the construction of the bridge across the Mississippi River in Ramsey and Hennepin Counties, Minnesota, by the Chicago, Milwaukee and Saint Paul Railroad Company.

Mississippi River.
Time extended for
bridging, by Chicago,
Milwaukee and St.
Paul Railroad Com-
pany, at Minneapolis,
Minn.
Ante, p. 14, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of the bridge authorized by Act of Congress approved February 16, 1924, to be built by the Chicago, Milwaukee and Saint Paul Railway Company, its successors and assigns, across the Mississippi River, within or near the city limits of Saint Paul, Ramsey County, and Minneapolis, Hennepin County, Minnesota, are hereby extended one year and three years, respectively, from the date of approval hereof.

Amendment.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 7, 1925.

February 9, 1925.
[H. R. 26.]

[Public, No. 378.]

CHAP. 161.—An Act To compensate the Chippewa Indians of Minnesota for lands disposed of under the provisions of the Free Homestead Act.

Chippewa Indians,
Minn.
Sum authorized to
general fund of, from
disposal of lands.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized to be appropriated, out of any funds in the Treasury of the United States not otherwise appropriated, the sum of \$1,787,751.36, with interest thereon at the rate of 5 per centum per annum from December 31, 1922, to the date of settlement, said total amount to be credited to the general fund of the Chippewa Indians of Minnesota arising under the provisions of section 7 of the Act of January 14, 1889.

Vol. 25, p. 645.

Approved, February 9, 1925.